## FINANCIAL AND COMMERCIAL.

In a few days the Legislature of this State will be called upon to take up the recommendations contained in the Governor's message with regard to the railroads of New York. It will be remembered that the Governor when the course severy few that the Governor was the course of the course of the course severy few that the course severy few that the course of the cour ork. It will be remembered that the Governor stated and on interest on their cost. He suggested that the Le-siature should inquire how all this property had become approductive, and whether it did not fall within the proof the State authorities to protect the parties who

sariy stage in their inquiries, that the comparative failure of the railway system in this country may be raced to three causes. First, most of the American railways were, in the origin, less intended to pay interest on their cost than to develope new hence, they have almost always been run isonable and remunerative rates. Secondly, shaving been built for this proper and wise the property to the payment of large and uncarned divi-dends. And, thirdly, these same speculators, being con-perned exclusively about stock operations and the paywhich were essential for the preservation of the property. The first of these three causes of ruin is beyond the reach of the Legislature or any other authority. Whatever the purpose with which the roads were built, there they are; inciple. Nor can the farce, in the existing state of comcarned dividends and the neglect of necessary repairs— may be profitably examined by a legislative committee, and sound principles elicited for the future guidance of

or five years, they will find in every instance that in the origin unduly large and unearned dividends were paid to tockholders. Abroad, as in England, for instance, where railroad fares are inordinately high, a road which pays three per cent is considered to be doing remarkably well. Here, no road was worth touching unless it paid seven or eight per cent annually, and some roads actually divided thirty per cent in a single year. Of course—though for a few weeks, owing to an extraordinary combination of sircumstances, profits of this magnitude may have been such dividends as these were legitimately arned. To pay them, in the first place, money which and, next, this resource proving inadequate, recourse was had to money lenders, and large sums were borrowed. This policy led to two results. Roads were allowed to fall into decay, tracks were washed away for want of new sleepers or proper earth work, ars rotted for want of paint, or fell to neces for want of joiner-work; all kinds of accidents occurred; and when business came, the roads had neither a track, nor roadbed, nor cars, nor engines to do it with. This was one consequence of neglecting repairs. Another was, that when the want of them became so urgent that costly, and—there being no money to defray their cost (every deliar having been paid away in dividends) money was borrowed to make them. Thus the debt originally incurred for the payment of uncarned dividends was swelled by further creations of indebtedness to pay for repairs; and between the two nearly every Northrn road that was managed by speculators on the system we have mentioned, came, in course of time, to have that fatal disease, a floating and concealed debt, which it carried along at a charge for interest greater than the whole profits of the road, and which, sooner or later, was morally certain to break out into absolute bankruptcy. The Legislative Committee can easily verify the truth of

of the New York and Erie, the Reading, the Michigan Southern, the Cleveland and Toledo, and the Illinois Central. All of these companies were brought to death's door by the pay-ment of uncarned interest or dividends, by the neglect of repairs, and, consequently, by the creation of floating debts, which were always kept hidden from the stockholders and the public. If the committee desire to study the disease at an earlier stage—before the discovery of the floating debt, before the collapse of the bubble—they need go no further than the office of the New York Central Railroad at Albany. That road is pursuing the very course which ruined the Erie, the Michigan Southern, the Reading, ad so many other roads: it is paying dividends that are no earned, and it is neglecting repairs which are necessary This is made obvious even by the figures published by th Central itself, in which, for many reasons, most persons place little reliance. The business of the road, as shown by the reports of the company, has been as follows for

It need hardly be remarked that the most profitable months of the Central's fiscal year are the first half of that year, from October to February. The earnings of the second period of the current fiscal year will hardly amount to \$3,000,000. Yet the dividend in February was paid, in 1856-7, when the New York Central stock was greadily acclining, and the most desperate efforts were being made to sustain it by the friends of the company, the directors forebore to declare as much profit as they earned; that, having it in their power to pay ten, they chose to pay only eight. The committee will decide whether this is at all likely or possible. If it is not, then, by their own showing, the Central is paying out dividends which have not been earned. Its own reports are equally conclusive as to the neglect of repairs. The record of the three last years

Miles run. Repairs to road. Repairs to cars, de. 1855-6...3,599,000 81,130,429 \$877,729 1866-7...3,942,000 1,315,542 \$89,933 1857-8...3,942,000 1,314,294 571,326

No record has yet been published of the first months of the current year; but, as with earnings far below the cor responding months of any previous year, the company is paying its interest and dividend as usual, it must be inferred that the allowance for repairs has been still fur-ther diminished. Last year, though nearly half a million more miles were run than in 1855-'6, over baif a million of dollars less were expended in repairs than in that year; and this, be it remembered, is quite independent of a sum of \$200,000, or thereabouts, which must have been expended to put in repair the Canandaigua and Niagara of Albany, was forced upon the Central, against the protest of the President, by a leading and most influential director, who had the misfortune to own a large interest in it. Here is food enough for the legislative committee.

There was no animation in the stock market to-day, and no increase of business. The efforts of brokers to get up speculative movements can never succeed without the aid of the public, and that cannot be expected until, in the first place, the leading railroads begin to carn dividends, and secondly, till they are honestly managed. No buying at all, by commission brokers, is taking place. The latadvance in the government fives and in Missouris was lost to-day. New York Central rose as high as 79, but sold afterwards as low as 78%. The Western roads were rather lower at the close of the day. In coal stocks we notice some activity. Delaware and Hudson is in demand at last quotations; Penusylva-nia likewise; Cumberland was better at the afternoon board. After the second board there was a bad feeling among operators, and the market closed heavy. The last quotations were as follows:—Missouri, 84% a % Canton, 20 a %; Cumberland, 22% a %; Pacific Mail, 75 s 34; New York Central, 78% a 34; Erie, 13 a 34; Hudson 32¼ a 34; Harlem, 1336 a 34; Reading, 4836 a 40; Michi gan Central, 49% a %; Michigan Southern, 18% a %; do guaranteed 44% a %; Panama, 114% a %; Illinois Cen tral, 66% a %; Galena, 68% a %; Cleveland and Toledo 30% a 31; Rock Island, 60% a %; Milwaukie and Masss

sippi, 13% a —; La Crosse and Milwaukie, 1 a M.

Money is rather higher to day. Very few of the brokers are now borrowing at less than six per cent, and though some of the bankers continue to have loans out at five, they express anxiety to put their rate up to the bank figure without delay. Foreign exchange is very firm and bills are scarce. The steamer to morrow will take proba-bly over \$750,000, which, with \$500,000 sent to-day to New Orleans, and \$200,000 to Boston, will leave us some thing poorer than we were before the California steamer

The following was to-day's business at the Sub-Treasu-

ry:-	
Receipts	
For customs 58,000	
On account of loan 62,385	36
Payments1,090,888	26
Oalifornia drafts 25,000	00
Sent to New Orleans 500,000	00
Sent to Bouton	00
Palance 6.880.201	

The exchanges at the Bank Clearing House to-day were

delphia banks:—

Feb. 14. Feb. 7.

Capital stock. \$11.889,345 11.589,145 Inc. 100

Loans \$25.827,304 25.422.569 Inc. 12.102

Specie \$5.991,541 5.979,339 Inc. 12.102

Due from other b'ks. 1,515.664 1,663,963 Dec. 143.829

Due to other banks. 3,595,963 8,307,371 Inc. 388,329

Deposits \$18.384,087 17,007,167 Dec. 625,060

Circulation \$2,504,033 2,784,483 Inc. 17,579 The following is a comparative statement of the exports (exclusive of specie) from New York to foreign ports for the week and since January 1:—

..... \$64,503 02 of the Bellefontaine and Indiana Railroad Company:—

Earnings—From passengers. \$114,564 00

From treights. 192,525 53

From mails and express. 25,137 17

Total \$332,226 75
Working expenses \$177,266 28
Interest 90,328 00
Taxes \$,225 64
\$275,819 92 
 Net earnings
 \$56,406
 83

 Working expenses of 1857
 227,515
 59

 Working expenses of 1858
 177,266
 28

The Canadian imports for 1857 and 1858 compare as fol-Decrease ......\$2,194,867

Carolina banks for the month of January:—

Liabilities. Resources.

Capital ... \$14,888,451
Circulation. 10,673,290
Real estate. 677,141
Profits. 1,638,197
Bank notes. 728,826
Due banks. 3,380,847
Due by banks. 2,317,877
Deposits. 3,073,006
Due State. 4,656,690
Due State. 4,656,690
Other items. 135,309

Other items. 135,309

Domes to the state of the sta

Total......\$38,445,151 Total......\$38,445,151

| SECOND BOARD. | SECOND BOARD

By recent returns ... 25 8 16
By Louisiana iaw minimum. 34 9 12
By New York system minimum. 23 7 9
Specie per cent of liabilities on hand. ... 26 28 48
It will be observed that the Louisiana law requires a

much larger minimum reserve of coin than the New York the discount line of the Louisiana law, they can (by ac-cumulating coin) expand under the New York system to any extent which the wants of commerce and trade may require.

cumulating coin) expand under the New York system to any extent which the wants of commerce and trade may require.

The system which was formerly pursued by many of the banks of this State was not governed by any principle of banking which experience in this country or in Europe nad proved to be either sound or conservative; and the great majority of the banks of the interior, tested by the proposed Now York system, the Louisiana law, or the principles of the Banks of England and France, are now in full gallop toward an inflation as great and disastrous as that of 1857.

It is obvious, therefore, that our cuty banks, holding as they do the deposits of the interior, should place themselves upon the soundest and most conservative system that experience dictates. They are already within two millions of the minimum reserve proposed by the new system; and if the contraction of last week fails to increase that reserve, there is no other alternative but to continue the contraction until the reserve accumulates to an extent sufficient to meet the increasing demands of trade and commerce.

There is one feature about the proposed New York system especially worthy of notice. Its movements correspond more nearly to those which would take place if the currency were wholly metallic than those of any of the other systems; it allows only an expansion in loans of dollar for doilar of coin beyond once and a half the amount of the capital.

We observe that Mr. George Opdyke, of this city, has

Michigan Southern guaranteed stock advanced 34. Inlinois Central decimed 35; Harlem, 35. There were some lew sales reported of Cumberland preferred stock, but these were merely among the brokers themselves, a few leading speculative brokers being the sole large owners of the stock. Outsiders are only sellers, and the stock is thus maintained. In State stocks, Missouri 6's were active at yesterday's prices. So were California new 7's. United States new 6's of 1874 declined 34. Tenessees and Virginias were steady. In railroad bonds, La Crosse land grants were active at 24%, buyer 60, and at 24 for cash. Illinois Centrais declined 34. Eric bonds were active at yesterday's prices. New York Centrais of 1876 were tirm. Bank stocks were in demand for investment, and very tirm. 189 shares were sold. The shares of twelve banks were dealt in, all at previous prices.

Some Jackship to 24 to 10 fam. 19 per 10 per 4.0 per 20 per 4.0 per 20 per 4.0 per 20 per 4.0 per 4.0 per 20 per 4.0 per 20 per 4.0 per 20 per 4.0 per 4.0 per 20 per 4.0 per 20 per 4.0 per 20 per 4.0 per 4.0 per 20 per 4.0 per 4.0

quiet and firm: sales of 100 bbls. South Sea at 530; 501 do. elephant, 550. Crude sperm is dull at \$1 50. Lard of is quiet at 95c. a \$1 for prime. We note sales of 50 bbls. chilled Western at \$20c, cash. Tallow oil is in brisk demand: sale of 20,000 lbs. Southern at 10%c., cash. Favraucos.—Pork.—The market was dull and easier: sales were confined to about 250 a 400 bbls., including new mess at \$13 25; old do. \$17 50 a \$17 62%, and prime at \$13 50 a \$13 62%. Beef was steady and in fair demand, with sales of 300 a 400 bbls., including country prime at \$6 75 a \$7 25, country mess do. at \$3 a \$9 25, repacked Western do. \$9 a \$10 25, and extra \$11 50 a \$12. Prime mess and beef hams were steady at unchanged prices. Cut mests were firm, with sales of 100 packages, including shoulders, at 7c. a 7%c., and hams 9c. a 9%c. Sacon was in fair demand, while rates were in obsinged. Lard was easier, with sales of 300 a 400 bbls.,

Name.—Sales of 150 bushels were made at 11½c. a 11½c.
Syntrs.—Sales of 50 half pipes cognac brandy were made at \$2.05 to \$4.25; 75 half pipes Rochelle brandy at \$1.35 a \$1.60. Included in the above was an invoice of "Michel fils," to arrive, on private terms. 50 quarter casks sherry at \$1.50 a \$2; 50 do. port at \$1.50 a \$3, and 15 do. Burgundy port at 80c. a \$1.20.

Sugars.—The sales embraced about 900 a 1,000 hhds., included in which were about 400 hhds. New Orleans, sold by auction, at 7½c. a 7.81c., with some to the trade within the range of 7c. a 8c. The sales also included 100 hhds. new crop Cuba muscovado, in bond, at 6½c. and 50 old do. sold at private terms, and 1,300 boxes at 7½c. a \$2.4c.

50 old do. sold at private terms, and 1,300 boxes at 7½c. a 9½c.

TAILOW.—Sales of 10,000 lbs. were made at 11½c. Messrs. Knight & Son remark as follows:—For the past week the market has been rather inactive; but with a comparatively light stock on hand, prices have been sustained. Rough fat has advanced to 7½c. The sales of prime city residered, for the week, have not exceeded 100,000 lbs. a 11½c. A small lot of Sandwich Island soap tallow sold at 11c., to arrive.

TOMACCO.—There is rather iess doing in the article, but prices are unchanged; sales 32 hdds. Kentucky at 6½c. a 10c.; 103 bales flavana at 28c. a 36c.; 42 cases seedleaf at 15c. a 20c.; 11 dc. Florida at 15c.

Whiskey.—Sales of 250 bbis. were made at 27½c., with small lots reported at 28c.

Hudson st.—House and iot No. 9 Sea View place. 7,000

By Adrian H. Muller.

2 fr. hs. and is. 236 and 238 Henry st., 46x100, tog'r 8,000

House and lot 150 Baxter st., 25x69. 5,700

Leaschold premises 21, 23 and 23½ Clarke st., and

No. 3 Dominick st., being cor. of slad sts., 50x75. 3,050

Bouse and lot 239 Centre st., 25x64. 6,350

Farm at Newtown, L. L., 20 acres. 12,600

POSTAL DIRECTORY.

POSTAL DIRECTORY.

Foreign and Dobnestic Mails.

TIME OF CLOSING AT THE NEW YORK OFFICE.

DOMESTIC... North-Albary, Buffalo and Canada... 3 P. M.
North and West way mail.

Western mail, to kerk R. 5½ A. M. and 3 F. M.
South and southwestern

nails... 7 A. M. and 3½ P. M.

' by steamboat... 3 P. M.

SUNDAY MARS... OS unday altmails close at this office

at 1½ P. M.

CALIFORNIA... ily steamer, via Panama, Monday,

Feb. 21.

The Overland Mail for California leaves R. Louise
every Monday and Thursday, at SA M. Letters
designed for it should be marked "Overland, via

St. Louis."

S. LAKE CITY The Overland Mail from Ft. Joseph (Mo.) to Salt
Lake city, eaves St. Joseph every Saturday, at
S. A. M. Letters should be marked "Overland,

So. PACIFIC... 18 Stoseph.

So. PACIFIC. 18 Stoseph.

Feb. 21.

MEXICO... From New Orleans by steamship Tennessee, oo
the last and 16th of each month. (Letters should
be placed in the Office at New York six days previous to the above date.)

EUROPE... By steamship Asia, Wednesday, February 16.

EARMAI BLANDS.. On the day after the arrival of each alternate Cumard packet at this port, being once a
month, the steamer Karnak will be despatched
with mails for the Bahama Islands, to be landed
at Nassau, N. P. The United States postage will
be flux cents per half ounce on letters, and two
cents on each newspaper. to be collected in all
cases in the United States, on those sent or received.

TIME OF CLOSING AT THE LONDON OFFICE.

ceived.

TIME OF CLOSING AT THE LONDON OFFICE.

14......The Overland Mail closes as follows:—Via Marsellies, on the 2d, 9th, 17th and 20th of each month
Via Southampton 4th, 12th and 20th, outching at
Gibraliar, Melia, Alexandria, Suez and Aden.

18.4.....Via Marsellies on the 9th and 20th. Via South

CLEARED. Co.

Ship Manhattan, Dixon, Liverpool—C H Marshall.
Bark Brunette, Lenckin, Makauzas—H D Brookman & Co.
Brig Zagarella, Bunker, Richmond—Aymar & Co.
Brig Ganges, Dav, Buenos Ayres—W J Forbes.
Brig Zephyr (Dan), Bonne, Copenhagen via Charleston—Funch & Meincke.
Brig W Mison, Van Name, Ciudad Bolivar—Harbeck & Co.
Brig Baltimore, Fotter, Fort au Pfince—Becker & Graeves.
Schr Moonlight, Stutes, Charleston—Dollner, Fotter & Co.
Schr Emily, Griffiin, Wilmington—D C Murray,
Schr J H Moore, Ingersoll, Wilmington, NC—McCready,
Mott & Co.
Schr Crianna, Thatcher, Richmond, Montil & Adv.

ARRIVED.

Steamship Augusta, Weodhull, Savannah, with midse and passengers, to S. L. Mitchill & Son. Monday, 12:20 AM, excharged signals with steamship Montgomery, bence for Savannah. Steamship Huntaville. Post. Savannah, with midse and passengers, to H B Cromwell & Co. Steamship James Adger, Adams, Charleston, Feb 13: 1 AM, with midse and passengers, to Spofford, Tileston & Co. 13th inst, 20 miles N of Cape Lookout, exchanged signals with steamship Columbia, hence for Cubrication; at 12:45 AM, exchanged signals with steamship Florida, bence for Savannah; lath, at 9 AM, iat 35, ion 75, passed ship John Fraser, of Charleston, from Liverpool for Phindelphia.

Ship Crystal Palace (Br. of London), Shewan, Foo Chow Oct 25, passed Angler Nov 14, salied from 8t Heiena Jan 17, with teas, &c, to order. Oct 16, in Straits of Sunda, was in company with ship Esther May, of and for Boston, from Manilia, Dec 18, iat 31 (2), ion 32 10 W, spoke ship Boston, do do; Jan 12, iat 35 mir S, ion 31 W, spoke bark Those, from London for Melbourae, 15th, lat 6 N, ion 35 50 W, spoke Bribrig Joshua & Mary, from Perusambuco for Liverpool. The CP has had changeable winds from NE to N for the past 14 days since passing Hatters.

Nain Grobeus (of Boston), Chase, Manila Oct 8, passed Java

SHIP INTERNATIONAL from Liverpool for Boston, put back 25d uit leaky, and would discharge.

SHIP MORNING STAR, from Liverpool for Baltimore, put back 23d ult, leaky. SRIP CAROLINE, from Liverpool for Galveston, put into Queestown 25d, uit, leaky, and would discharge.

The ship David Crockett, 1750 tons register, was yesterda, taken on the great Balance dock for repairs. She will be strip pod, recaulted and newly coppered.

Whatemen.

Arr at Lahaina Dec 7, Lagoda, Willard, NB, 55 wh 7000 bom the season. Sid Dec 8, Endeavor, Wilson, NB, to cruise of

Arr at Labains Dec 7, Lagoda, Willard, NB, 55 wh 7000 bone this season. Sid Dec 5, Endeavor, Wilson, NB, to cruise on Line.

Off and on at Payta, Jan 6, Gen Scott, Daggett, FH, from Tombez, 120 sp., and sid on a cruise; Lagrange, Golding, NB, from do, 50 sp. bound on a cruse of shore and to the Gallipagos Islands. At anchor, Jan 13, James Loper, Ramadell, Nant, from Callao, 600 sp. 200 wb, on board. Off and on, Sacramento, Detrice, Westport, 25 sp. Reports, spoke Dec 16, off Callno, Islander, Sarbuck, Nant, 80 sp., since leaving Payts; Chili, Clark, NB, had taken a 100 bbl sp whale a few days previous; same time. A Houghton, Rothisson, Fall River. 200 sp. since leaving Payta. Heard from, no date, Nautitus, Swain, NB, had taken a good cut of oil—quantity not stated; President, Allen, NB, oil not reported; Active, Wood, do do. The Sacramento aid for a cruise on the coast of California, and will touch here in August next.

Arr at His Dec 1. Rontezuma, Homan, NL, from Ochotak, 1160 wh, 15,000 bone; 4th, Alice Frazier, Newell, NB, from do, 500 wh, 6000 lbs bone.

i shaina via Hilo, with 90 sp. 1000 wh and 12,000 bone this searon.

Cid Nov 30, Adaline, Taber, NB, to cruise; Dec 1, Barmatable, Fisher, NB, to cruise and home; Kutusoff, Wing, NB, to cruise; Amazon, Eldridge, FH, do.

A letter from Capt Giflord, of ship Ocean, NB, reports her at sea Sept 12, in lat 0 10 8, Ion 125 20 W, with 1300 bbis sp oil, all wells

A letter from Capt Harding, of ship Carolina, reports her at Honolulu Dec 22, bound on a cruise sp whaling.

A letter from Capt Reynard, of bark Thomas Pope, NB, reports her at sea Jan 6, 1869, in lat 18 8, ion 15 W, had taken 210 bbis sp oil since leaving Callao in October—1,603 sp, 300 which is decided by the control of the control o

other ships be had seen (names not given) averaged ab 100 bbls the crulse of three months.

A letter from Capt Ryan, of ship Olympia, NB, dated Honolul, the LB, reports herready for sea, to sail same day for a cruise and home in June or July. Had taken on freight about 500 bbls wh oil from bark Manuel Ortez.

A letter from on board bark sacramento, Defriez, of West port, reports her at Paya Jan 12, with 20 bbls ap oil. Reports coming off the Archet Ground, no date, Archer, Smith, NB, 1,200 spl. Islander, Starbuck, Nant, 500 bbls; Chill, Clark, ob 500 dc; A Houghton, Rodanson, Fall River, 600 do.

A letter from Capt Hevoll, of abig Roman, NB, reports her at Heroilul Dec 24, from Ochotak Sea, with 1200 bbls of oil disseason. Would fit for a chort cruise, and be at home middle of July.

A letter from Capt Howes, of ship Nimrod, NB, dated Honoluln ice 24, reports her with 500 bbls wh oil, 11,000 bb bone, in the gale which the Rajah was lost, lost chain and ancher, spring foremast, howaprit and foreyard, lost jib and fiying jib been and the sails with a portion of the ringing attached. On the last Nov, by another gaise, lost one boat and stove another.

At Freenady for sea in shoot two weeks.

Spoken, &c.

Spoken, &c.

Ship Sylvanus Blanchard, York, from Liverpool for NOr-leans, Jan 31, lat 25 41, lon 72 22.

Brig Benguela, Staples, from Matanzas for Boston, Feb 11, lat 49, lon 72 40.

Foreign Ports. Foreign Ports.

Antwerp, Jan 21—Helow Plutarch, Barker, from NYork.
Sid Sir R Feel, Larrabee, NYork
AGUADILIA, FR. Jan 22—in port brig Maltida, of Boston,
for NYork Feb 4, idg.
BATHURST, Gambia, Dec 30—In port brig Eastern State,
Ropes, for Eoston 4 days.
BAHLA, Jan 7—in port bark ——, just arr, with a cargo of
ice.

for Nork Feb. 4, idg.

BATHURST, Gambia, Dec 30—In port brig Eastern State, Ropes, for Ecoton 4 days.

BAHIA, Jan 7—in port bark ——, just arr, with a cargo of ice.

GALIAO, Jan 4—Sid ships Western Chiet, Harding, Chincha Islands; 6th, Helen McCaw, Turner (from Chinchas), Maurius; 1th, Speedweil, Radeliff, do.

HONORULU, Dec 24—in port ship Gladiator, Luce, Mg oil for New Bediord, and others de before.

HAVRE, Jan 20—Sid Johanniaberg, Stilphen, NOrleans; James Nesmith, Wats, and Charlotte Nesmith, —, do; Pequot, Davis, Mobile.

Arr 21st Logan, from NOrleans.

KINGSTON, J.A., Jan 22s—in port sleamship Rattler (ftr), Rutheriord, for Liverpool via NYork; ship Sea Flower. Thorn their cord, for Liverpool via NYork; ship Sea Flower. Thorn Philiphe conce arr at 20; bark layed Lapsidy, Bishop, from Philiphe conce arr at 20; bark layed Lapsidy, Bishop, from Philiphe, conce arr at 20; bark layed, concentration of the concentration

Jone 70x, testing, pool, pool, pool, pool, pool, pool, pool, In port Feb 9th, ships Highland Light, Tripp, from London, wig: denny Lind, Wheeler, for Liverpool, Idg; Old Dominion, Fulion, from Boston, dag; Canova, Hutchina, from Havan, wig: 86 Farney, Barney, Jor Nyork, Idg; John Bunyan, Nickles, from Havre, wig: Bay State, Crowell, for Boston, Idg; Erie, Knudson, for Boston, Idg; Henry Clark, Brown, for Isoston, Idg; Henry Clark, Brown, for Isoston, Idg; Empress (Br), Lyons, for Laverpool, Idg; bark Ass

Off 10th (by tel) stasamer Wm Jenkins, from Baltimore for Boston.

JAUKSONVIILE, Feb 4—In port brigs Gem, for Guadabupe, waiting a tide; Two Boys, for Havana, do do.

MOBILE, Feb 3—Arr ships Young Eagle, Wright, London; Sea Flower, Thornhill, Kingston, Ja; bark Champion, Mayo, Boston; brig Ida McLeod, Davis, Providence; schra Louiss, Ballock, Nort, Izavala, Wart, do; Charlotte E Bock, Combs, Boston. Cld ships Persian (Br), Liddell, Cronsadt; Admiral, Bhiffens, Havre

9th—Cld ships Lucinda, (Smith, Trieste; schra Lombard, Harding, Cardenas, R Glifflian, Smith, Providence.

MEW ORLEANS, Feb 12 (by tel)—Arr ship Umar Pasha, Torrey, Havre: 14th, ships Victory, Alnaworth, and Potomac, ton, Isavec. Cld 12th, ships Victory, Alnaworth, and Potomac, Reed, Liverpool; Lochimyar, Cole, Antwerp; Lishon. Curtis, and Harrisburg, Wiswell, Boston; bark betsena, Phianey, Trieste.

ton. Havre. Oid 12th, shape victory, Amsworth, and Potomao, Reed, Liverpool; Lochary Cole, Annwerth, and Potomao, Reed, Liverpool; Lochary Cole, Annwerth, and Potomao, Reed, Liverpool; Lochary Cole, Annwerth, and Potomao, Reed, Liverpool; Lochary, Wiswell, Boston, bark betaeba, Philaney, Trieste.

NORFOLK, Feb 12—Arr steamer Louisiana, Russell, Baltimore; schre Eleanor, Hosman, Nyork; Chief, Ridridge, Pall River; Willis Futnan, Downer, and S. Cones, Bodell, Nyork, Cid achrs Kossuth, Pettingill, Newberyport; Davidson, Ryder, Nyork.

NEW BEDFORD, Feb 25—Arr schrs Angler, Besse, and Sea, Flower, Clark, Nyerk. Sid achrs Orrin Cowl, smith, Norfolk; Ann S Salter, Fshi (from Wareham), Nyork.

NEW FORT, Feb 12—Arr schrs White Cloud, Higgins, Providence for Ycomico River, Va, and Sea Hollow, Mora, Nelson, do for Philadelphia, (and remains 14). Returned schr Maria, from Calais for Nyork.

NEW HAYEN, Feb 14—Arr schrs J. F. Hyzard, Elizabeth-port, Elien Louiss, Thompson, Nyork. Sid schr New Delight, Stowell, Nyork.

NEW HAYEN, Feb 14—Arr schr B. S. Pendleton, Jewell, Baltimore; Edt, bark N. W. Bridge, Woodbury, Malanzas; brig Preniss Hobbs, Eaton, Cardenas.

PHILADELPHIA, Feb 15—Arr schrs E. Stein Reed, Chapman, Boston; Treasurer, Fisher, Provincetown; R. B. Sumner, Taylor, Newburyport, Jas Martio, Hall, Providence, Belowbrig Therius, from Clenfuegos. Cld steamship, Delaware, Copes, Syork; ship R. H. Dizey, Miley, Mobile; brig Jos Hume, Robbia, Barbados; schr R. B. Sumner, Taylor, Newburyport, Sid slip Tuscarora, Donley, Mobile.

PROVIDENCE, Feb 14—Arr schr B. Sumner, Taylor, Newburybort, Baker, for a Southern port.

RICHMOND, Feb 12—Arr schr B. Sumner, Taylor, Newburybort, Rent Louish, Hume, Robbia, Barbados; schr R. B. Sumner, Taylor, Newburybort, R. B. Sumner, Taylor, Newburybort

CURLING, PRESERVING
CURLING, PRESERVING
AND
AND
AND
RESTORING THE HAIR.
INQUIRE FOR PHALON & SON'S COCK INQUIR

Wholesale and retail depots, Nos. 517, 497 and 197 Breadway, New York AN OPENING. ON MONDAY, FERRUARY 14, 1859, A PATENT RIGHT REVOLUTION IN THE RUCHE TRADE. TO THE MILLINERY TRADE OF THE UNITED STATES, OUT OF TOWN JOBBERS AND OTHERS. RUCHES! RUCHES! RUCHES! BY THE TENS OF THOUSANDS. RUCHES BY THE MILLION.

We have connected our interest with one of the most extensive manufacturers of ruches in this city, who controls the PATENT RIGHT OF NEW MACHINERY, Whereby we are enabled to offer ruches of EVERY KIND, EVERY QUALITY, EVERY STYLE. AT ONE-THIRD THE USUAL PRICE. One thousand different samples now on exhibition.

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